SHRI JOHN F. FERNANDES: Sir, this technology is very cheap. It is basically in-built in any telephone equipment. That is how it is operating throughout the world. I don't know what made the Government say that the private sector will be encouraged to provide the CLIP device. It should be mandatory. When we buy a cellular phone, this facility is already available in it. So, I would like to know from the hon. Minister whether the Government will have a control on the prices fixed by the private sector. It is something like a free licence for them to fleece the subscribers. Will the Government see to it that this facility or this system is incorporated in the telephone instruments throughout the country?

SHRI JAGMOHAN: So far as the cellular phones are concerned, this device is already built-in. It is only in respect of basic services that this device has to be provided. So, this device is being provided because it has to be given through the telephone exchange. That is now being provided through the telephone exhcanges, as also the instrument because it is a basic service. So, this equipment has to be installed and it will give you the telephone number of the person who is calling you and it will also store up to fifty such numbers. Suppose, you are away from your house. Whosoever contacts you on your phone, will get listed and you can see who has called you in your absence and so you can call him back. So, this facility has been provided through the exchanges. What you are asking for is a cellular phone service.

SHRI JOHN F. FERNANDES: Will you incorporate this in the telephone instruments?

SHRI JAGMOHAN: It is technologically not feasible.

MR. CHAIRMAN: Question No. 282.

Check-off Scheme in respect of Unions in JNPT, Mumbai

*282. SHRI C.O. POULOSE:†
SHRI JIBON ROY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Jawaharlal Nehru Port Trust Management, Navi Mumbai assessed representatives of Unions through a system of check-off;

(b) the results of the check-off and the strength of each Union reflected in it;

(c) whether the nominations of the Labour Trustees have been made according to the results of the check-off;

(d) whether the recommendations of Nanda Committee were taken into consideration while deciding the nomination; and

(e) if not, the reasons therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBIDURAI): (a) to (e) A statement is laid on the table of the House.

Statement

(a) and (b) Yes, Sir. The strength of each union as per the Check-off conducted in June, 1998 is as under:

Name of the Union	Membership Strength
1. Nhava Sheva Port & General Workers' Union [Affiliated to All India Port & Dock workers Fenderation (Workers')]	549
2. Transport & Dock workers' Union (Affiliated to All India Port & Dock Worker's Fenderation)	184

†The Question was actually asked on floor of the House by Shri C.O. Poulose.

3. Nhava Sheva Bunder Kamgar Sanghathana (A) [Affiliated to Water Transport Workers' Federation of India (C.I.T.U)] 531

(c) No, Sir.

(d) Does not arise.

(e) The results of Check-off were not utilised for the purpose of appointment of Labour Trustees in Jawaharlal Nehru Port Trust Board since unions were opposed to it and wanted Secret Ballot.

SHRI C.O. POULOSE: Sir, the membership of the three unions under the check-off system is given in the reply. Subsequently, a secret ballot was conducted on February 26th and the Returning Officer was the Central Regional Labour Commissioner, Central Mumbai. Now, the representative of the biggest union will be in the Board of Trustees. The biggest union has already nominated its General Secretary as its nominee to the Board. Will the Minister assure the House that the nomination of the biggest union will be honoured? Will the hon. Minister take steps to conduct secret ballot in the other ports also as it has been done in the JNPT?

SHRI M. THAMBI DURAI: Sir, so far as giving membership of the Trust to labour is concerned, we are following the check-off system. As far as the JNPT is concerned, there was some kind of representation from the unions that they wanted secret ballot. Based on the secret ballot, we have conducted it and we have got the results. When we use that result for constituting the Board, at that time we are going to appoint people according to the representation of the unions. The hon. Member mentioned about the biggest union. The biggest union will get a chance. But we are also following the Nanda Committee's formula while appointing trustees on the Board. According to that, based on the majority, we are giving one representation. If they are more than 60 per cent of the total membership, then they will get two representations, provided the other group is less than 30 per cent. Based on that, we are giving membership.

As far as secret ballot is concerned, the Government is interested in implementing it, but everything is based on the trade union agreement, and their understanding. If all the trade unions demand and accept it, the Port will definitely try to implement that kind of a scheme. The Government is for that.

SHRI C.O. POULOSE: Sir, a majority of workmen in JNPT are employed through contractors. The Port Trust is refusing to implement the recommendations of the Nanda Committee regarding service conditions of workmen. Even the recognised union has not been given facilities to function properly. Will the Minister assure that the recommendations regarding service conditions of the workmen will be implemented?

SHRI M. THAMBI DURAI: Sir, as far as service conditions are concerned, the management and the unions are discussing it, and they are going to implement it. The formula suggested by Nanda Committee will be used at the time of appointing trustees on the Board. I have already said that when we constitute the Board, at that time, we will implement Nanda Committee recommendations relating to appointment of representatives of trustees on the Board.

SHRI JIBON ROY: Sir, it is surprising that the Port Trust of the Surface Transport Ministry is following the system of check off. I don't subscribe to that. My union and I were demanding a secret ballot. Now, a union affiliated to CITU came second, and your Port Trust authorities will not give it the status of collective bargaining agency because they don't like that union. I want to know whether it is being done to wreck the institutional system. After this question was put, in the last week of February, they organised a secret ballot. I want to

know whether this system will continue. You have to explain the position as one Port Trust under the Ministry of Surface Transport. Ministry is sitting in judgment and trying to wrack the institutional system. Secondly, when you have done a secret ballot in one Port, why don't you organise a secret ballot in all other ports? Is it fit for only one Central trade union? If they come through check off, you don't give them recognition and you give recognition to others. I suggest that one system should prevail everywhere. Please explain the position.

SHRI M. THAMBI DURAI: As for the system which the hon. Member wants, it has to be decided by the unions. The Government cannot impose as to which system they should follow because they have democratic rights, and they have every right to come to a conclusion. If one union is not accepting it, then what can we do? As per the directions of the Labour Ministry, as and when the unions are interested we will implement it. As far as the JNPT is concerned, all the unions have accepted secret ballot for selecting labour trustees to the Board, and we have implemented it. If other ports are also interested, we have no objection. We are trying to implement that.

All the ports have accepted the check off system, except Madras Port. There is a problem which can be sorted out. The matter is before court, thererfore, I don't want to comment on it. But, as far as hon. Member's interest in implementing one set of system is concerned, we are not against it, provided all the unions come together.

SHRI NILOTPAL BASU: Sir, I have a point of order.

MR. CHAIRMAN: No point of order is raised in the Question Hour.

SHRI NILOTPAL BASU: Sir, earlier there was...*(Interruptions)*...Sir, the sion to have separate Boards is expected to ensure that the functioning of these two airlines show visible improvements and no effort would be spared in this regard.

Minister is misleading the House. ...*(Interruptions)*...

MR. CHAIRMAN: Points of order cannot be raised in the Question Hour....*(Interruptions)*...

SHRI NILOTPAL BASU: Sir, the check off system was there earlier. According to that, the second union has to be represented as the labour trustee. Now, they wanted to avoid that union. So, they have introduced secret ballot, and now through the secret ballot, this union has come out first. Even then, they don't want to nominate a representative on the Board. This is the situation. ...*(Interruptions)*...

SHRI M. THAMBI DURAI: No no.

SHRI JIBNON ROY: Sir, the check off system is prevailing in all the port trusts. This system has been subscribed by the Surface Transport Ministry. When that was the system, one union stood second, but they have not given it representation on the Board. According to your formula, you have not given the recognition because you did not want that. Then you organised the secret ballot. The first trade union came second and the second trade union came first. Before this question could be put, they organised an election and you have accepted it. Why should there be this double standard? Secondly, when you maintain a double standard, then why is the system of secret ballot not being implemented in all the Port Trusts? It has been accepted by all the trade unions. Your Ministry has accepted that check-off will be there. When check-off was there, why have you done it? Why did you indulge in a double standard?

SHRI M. THAMBI DURAI: As far as check-off is concerned, it is accepted by all the trade unions. We have im-

plemented it for finding out the membership of each union. We have done it, Sir. Regarding secret ballot, I would say that the Ministry is not against it. There is a difference of opinion among the trade union. We cannot force the trade unions to accept it. Sir, the hon. Member has mentioned about the JNPT as to why there was a secret ballot. I do not know how these trade unions have come together and they are ready to accept the secret ballot to be implemented. So, we have implemented this because they accepted it. ...*(Interruptions)*...

SHRI JIBON ROY: Why did the trade unions implement their own system? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: We cannot introduce it forcibly. It has to be followed by the trade unions. They have to come together. If they are ready to accept this present system, then we are ready to implement it. ...*(Interruptions)*...

SHRI NILOTPAL BASU: I knew that ...*(Interruptions)*...Whatever be the system, these unions have to be represented ...*(Interruptions)*... What are you going to do? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: Sir, what can we do when all the trade unions accept it? *(Interruptions)*...

SHRI VAYALAR RAVI: The hon. Minister has referred to the JNPT. I believe that there was election to the Board also on the 25th of last month. There was a secret ballot for the labour representative to be elected to the Board of the JNPT. Is it true? And what is the result of that election? ...*(Interruptions)*...

SHRI M. THAMBI DURAI: Already there is a provision of secret ballot for electing the trustees of the unions. As far as result is concerned, ...*(Interruptions)*...

SHRI VAYALAR RAVI: No. There was a nomination by certain people for getting elected to the Board. There was ballot. Please find out. ...*(Interruptions)*...

SHRI M. THAMBI DURAI: I will find out and let the hon. Member know.

Lack of modern landing aids at airports

*283. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that due to inadequate landing aids, airlines/operators are losing crores of rupees due to diversions of flights; and

(b) if so, what action Government are taking to overcome this problem?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) Landing aids are adequate for normal visibility conditions. However, during December, 1998 and January, 1999, because of heavy fog at Delhi and some other cities in the Northern Region, many flights had to be diverted causing financial loss to airline operators.

(b) Category-II precision approach and landing system has already been installed and commissioned at Indira Gandhi International Airport, Delhi in February, 1999. Further, it has been decided to upgrade this system to Category-IIIA level by November, 1999. It is also proposed to upgrade the Instrument landing System at Lucknow, Jammu and Amritsar airport to Category-II to enable aircrafts to land under comparatively poorer visibility conditions. Detailed guidelines have also been issued by Director General Civil Aviation to all the airlines prescribing the requirement for granting authorisation to pilots for undertaking the Category-II and Category-IIIA operations.

SHRI PREM CHAND GUPTA: Mr. Chairman, Sir, our airports are seriously deficient in facilities. They are dangerous and at one point of time the Delhi International Airport was declared one of